



San Bernardino Associated Governments

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Mountain/Desert Committee Measure I Committee

July 21, 2006
9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Committee Membership

Chair

Bill Postmus

Board of Supervisors

Vice Chair

*James Lindley, Council Member
City of Hesperia*

*Kevin Cole, Council Member
City of Twentynine Palms*

*Paul Cook, Mayor
Town of Yucca Valley*

*Lawrence Dale, Mayor
City of Barstow*

*Dennis Hansberger
Board of Supervisors*

*Darrell Mulvihill,
Council Member
City of Big Bear Lake*

*Trinidad Perez, Mayor Pro Tem
City of Adelanto*

*Rick Roelle, Mayor Pro Tem
Town of Apple Valley*

*Mike Rothschild, Mayor
City of Victorville*

*Rebecca Valentine,
Council Member
City of Needles*

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a ***Subregional Planning Agency***, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

**Mountain/Desert Committee
*Measure I Committee**

**July 21, 2006
9:00 a.m.**

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

CALL TO ORDER
(Meeting Chaired by Bill Postmus)

- I. Attendance:
- II. Announcements:
- III. Agenda Notices/Modifications:

- 1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of July 21, 2006.** Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Notes/Actions

Consent Calendar

* Items marked with an asterisk denote review/action by both the Mountain/Desert Committee and Measure I Committee.

2. Attendance Register

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. State Route 138 Projects

Pg. 9

Receive presentation from Caltrans regarding State Route 138 projects.
Ryan Graham

4. Victor Valley Area Transportation Study

Pg. 10

Receive Status Report on the Progress of the Victor Valley Area Transportation Study (See attached-Victor Valley Area Transportation Study Fact Sheet for July 2006). **Ryan Graham**

5. Work Trip Travel Patterns for Jurisdictions in the Mountain/Desert subareas of San Bernardino County

Pg. 14

Receive a Report on the Work Trip Travel Patterns for Jurisdictions in the Mt./Desert subareas of San Bernardino County. **Ryan Graham**

6. Status of projects in Lucerne Valley

Pg. 39

Receive status report on projects in Lucerne Valley on State Route 18 and State Route 247 (See attached). **Deborah Barmack**

*** 7. Measure I 2010-2040 Major Freeway Project – Project Development Pg. 41
Advancement**

Authorize staff to develop necessary legal/finance instruments to use current Measure I funds to “finance” project development activities for two Measure I 2010-2040 Major Freeway Projects, the Devore Interchange Project and the Interstate 10 High Occupancy Lane (HOV) project, to be repaid from Measure I 2010-2040 revenues.
Darren Kettle

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

8. Additional Items from Committee Members

9. Brief Comments by the General Public

Additional Information

Acronym List

Pg. 44

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain/Desert Committee Meeting – Friday, September 15, 2006

*** * *CANCELLED* * ***

August 18, 2006 – Mountain/Desert Committee Meeting

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: July 21, 2006

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

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	<p><i>Approved</i></p> <p><i>Mountain/Desert Committee</i></p> <p><i>Date:</i> _____</p> <p><i>Moved:</i> _____ <i>Second:</i> _____</p> <p><i>In Favor:</i> _____ <i>Opposed:</i> _____ <i>Abstained:</i> _____</p> <p><i>Witnessed:</i> _____</p>
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MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Kevin Cole City of Twentynine Palms		**		X	**							
Paul Cook Town of Yucca Valley	X	**		X	**	X						
Lawrence Dale City of Barstow	X	**	X	X	**	X						
Dennis Hansberger County of San Bernardino	X	**	X	X	**	X						
James Lindley City of Hesperia	X	**	X	X	**	X						
Darrell Mulvihill City of Big Bear Lake		**	X		**							
Bill Postmus County of San Bernardino	X	**			**							
Rick Roelle Town of Apple Valley	X	**		X	**	X						
Mike Rothschild City of Victorville	X	**		X	**	X						
Rebecca Valentine City of Needles	X	**	X	X	**	X						
+Trinidad Perez City of Adelanto	X	**	X		**							

*Non-voting City Representative attended
+ Measure 1 Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.
The empty boxes indicate member who did not attend the meeting that month.

MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER – 2005

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Kevin Cole City of Twentynine Palms	X	X		**	X		**		X	X	**	X
Paul Cook Town of Yucca Valley	X	X	X	**	X	X	**	X	X	X	**	X
Lawrence Dale City of Barstow	X	X	X	**	X		**	X		X	**	
Dennis Hansberger County of San Bernardino		X		**	X	X	**	X	X	X	**	X
James Lindley City of Hesperia	X	X	X	**	X	X	**		X	X	**	X
Darrell Mulvihill City of Big Bear Lake		X	X	**		X	**	X		X	**	X
Bill Postmus County of San Bernardino		X	X	**	X		**	X			**	X
Rick Roelle Town of Apple Valley	X	X	X	**	X	X	**	X	X	X	**	X
Mike Rothschild City of Victorville	X	X	X	**			**	X	X	X	**	X
Rebecca Valentine City of Needles	X	X	X	**	X	X	**	X	X	X	**	X
Trinidad Perez City of Adelanto	X		X	**	X	X	**	X		X	**	X

*Non-voting City Representative attended
: Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.
The empty boxes indicate member who did not attend the meeting that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: July 21, 2006

Subject: State Route 138 Projects

Recommendation:* Receive presentation from Caltrans regarding State Route 138 projects.

Background: Caltrans District 8 has several ongoing projects west of the I-15 on State Route 138 (SR-138) in various stages. These projects include:

- SR-138 Safety Improvements from I-15 to the San Bernardino/Los Angeles County Line, which includes the construction of truck climbing lanes from Beekley Road to west of Hess Road, and shoulder widening throughout the project limits.
- SR-138 Four-Lane Widening project from I-15 to SR-18 in Los Angeles County, which will widen SR-138 to four lanes with a continuous left center turn lane.

Dennis Green and John Ashton from Caltrans are scheduled to make a presentation to the Mountain/Desert Committee regarding the aforementioned projects.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG budget, Task No. 9410700, Mountain/Desert Planning and Project Development.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on July 21, 2006.

Responsible Staff: Ryan Graham
Transportation Planning Specialist

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Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: July 21, 2006

Subject: Victor Valley Area Transportation Study

Recommendation:* Receive Status Report on the Progress of the Victor Valley Area Transportation Study (See attached-Victor Valley Area Transportation Study Fact Sheet for July 2006)

Background: As part of the 2005/2006 budget, a new task No. 0640412 was approved for the development of a Victor Valley Area Transportation Study (VVATS). In 2005, an RFP was circulated for consultant support for the development of the Victor Valley Area Transportation Study, and the firm Kimley-Horn and Associates Inc., was selected as the prime consultant. The contract was approved by the Board of Directors at the December 7, 2005 Meeting. The Victor Valley Area Transportation Study is anticipated to be a sixteen month project, beginning in January 2006 and estimated to be completed by June 2007. Part of the contract with Kimley-Horn requires that they provide regular status reports to the Mountain/Desert Committee. This is the first of four anticipated presentations to the Mountain/Desert Committee.

VVATS is a cooperative planning effort with the Cities of Adelanto, Hesperia, Victorville, Town of Apple Valley, County of San Bernardino, and Caltrans to develop a long range transportation plan for the Victor Valley. The study will identify future transportation needs through

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Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

an examination of existing land use and circulation elements of the contiguous jurisdictions in the Victor Valley; develop sizing of proposed facilities through modeling of forecasted travel; establish right of way requirements for major arterial and highway facilities; and provide a technical basis for policy decisions on prioritization of Measure I expenditures. Particular emphasis will be given to preservation of new corridor alignments. The plan will coordinate with and build upon recent and on-going transportation planning activities by local jurisdictions, SANBAG, Caltrans, and the Southern California Association of Governments.

J.D. Douglas, the Project Manager from Kimley-Horn, is scheduled to make a presentation on the progress of VVATS. The presentation will include a discussion of the Existing Conditions Report that was submitted to staff in April 2006 and provide an introduction to the Right of Way Preservation Strategy that is currently being developed by the consultant team. Finally, Mr. Douglas will provide an overview of the study milestones and the deliverables that will be prepared as part of the study.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 94507000, Victor Valley Area Transportation Study.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on July 21, 2006.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

Adelanto • Apple Valley • Hesperia • Victorville • County of San Bernardino

Victor Valley Area Transportation Study

Volume I, Issue I

FACT SHEET

July 2006

What is the "Victor Valley Area Transportation Study"?

The Victor Valley Area Transportation Study (Study) is a study of the future needs for freeways, interchanges and major arterial streets in the greater Victor Valley area. The Study will:

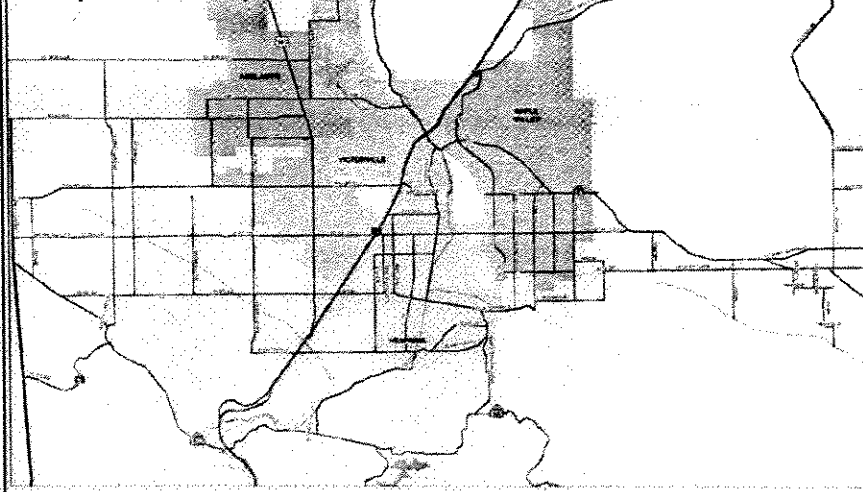
- 1) analyze the land use and circulation plans of cities in the Victor Valley;
- 2) size future roadways through forecasting of traffic demand;
- 3) evaluate the benefits of alternative transportation and land use



- 4) determine right-of-way requirements for freeways, interchanges, and major arterials;
- 5) provide a technical basis for prioritizing transportation

expenditures in the Victor Valley. The Study will be guided by a Technical Advisory Committee (TAC) comprised of representatives from San Bernardino Associated Governments (SANBAG), the cities of Adelanto, Apple Valley, Hesperia and Victorville, the County of San Bernardino, and Caltrans. A policy committee of elected officials will provide guidance throughout the Study.

Victor Valley
Transportation Study Boundaries



Project Contact

For more information on this Study, please contact Steve Smith at SANBAG at (909) 884-8276, ssmith@sanbag.ca.gov. Please also visit the project website at www.sanbag.ca.gov



What Do We Hope to Accomplish?

The objectives of this Study include:

- 1) Determine future lane requirements for the Victor Valley arterial street system and major intersections;



- 2) Determine the ultimate configuration and right-of-way footprint for new and expanded freeway interchanges;
- 3) Determine the alignment, lane requirements and right-of-way envelope for future freeways;

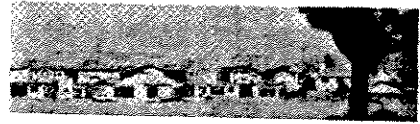
- 4) Prepare a right-of-way preservation strategy for freeways, interchanges and arterials; and
- 5) Prepare an implementation plan and financial plan for funding these transportation improvements.

Victor Valley is Growing

Growth in the Victor Valley region has been significant and will continue to explode. Existing population in the region is 335,000 with the region experiencing a 34% population growth between 2000 and 2006 and population in 2030 is projected to

reach 650,000. Growth in population has also resulted in growth in jobs in the Victor Valley region. The region is currently home to over 60,000 jobs. Despite recent gains in local job creation, many residents still commute to areas outside the Victor Valley. The

following table indicates that 35 to 40 percent of residents commute outside the Victor Valley for work.

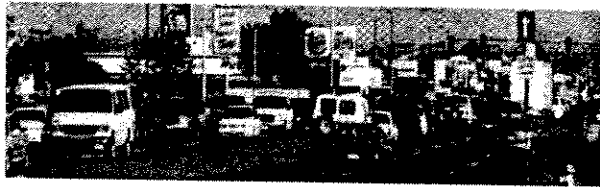


Where Residents of Victor Valley Cities Work

	Adelanto	Apple Valley	Hesperia	Victorville	SB Co. Mtn./Desert	SB Co. Valley	Other Counties	Total
Adelanto	24%	4%	5%	24%	3%	22%	18%	100%
Apple Valley	4%	31%	8%	27%	4%	16%	10%	100%
Hesperia	3%	5%	29%	20%	3%	25%	15%	100%
Victorville	4%	6%	9%	41%	3%	21%	16%	100%

Existing Conditions in Victor Valley

Interstate 15 is the only existing freeway in the Victor Valley. Existing lanes and daily traffic volumes are summarized in the table to the right.



Traffic congestion occurs along portions of Bear Valley Road and Palmdale Road, and through their interchanges with I-15. Other streets that experience congestion include Apple Valley Road, Hesperia Road, Happy Trails Highway and US 395.

Roadway Segment on I-15 between:	# of Lanes on Freeway	Existing Traffic Volumes
SR-138 and US 395	8	128,500
US 395 and Main Street	6	106,500
Main Street and Bear Valley Road	6	100,500
Bear Valley Road and Palmdale Road	6	86,500
Palmdale Road and Roy Rogers/La Paz	6	88,500
Roy Rogers/La Paz and Mojave Drive	6	86,500
Mojave Drive and National Trails Hwy/D St.	6	83,500

What happens next?

The project team has analyzed existing conditions, including traffic volumes on the freeway and arterial highway network, travel growth trends and traffic congestion levels. After analyzing the future traffic forecast results, the consultant team and agency participants will identify transportation and land use alternatives to address the future problems identified in the baseline forecasts. Alternatives could

include: modified land use development patterns, new or upgraded arterial roadways, freeway interchange or overcrossing improvements, and new freeways around the Victor Valley. After evaluation of the alternatives, a recommended plan will be developed in consultation with the participating agencies. The implementation plan will include a financial plan and a right-of-way preservation plan.

The following is a schedule of key milestones for the Study:

Existing Conditions Report - Completed

Draft Right-of-way Strategy - Completed

Financial Strategy - December 2006

Final Study Report - Spring 2007

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: July 21, 2006

Subject: Work Trip Travel Patterns for Jurisdictions in the Mountain/Desert subareas of San Bernardino County (See attached).

Recommendation:* Receive a Report on the Work Trip Travel Patterns for Jurisdictions in the Mountain/Desert subareas of San Bernardino County.

Background: The Census Transportation Planning Package (CTPP) is a set of special tabulations from the decennial census designed for transportation planning purposes. The CTPP contains tabulations by place of residence, place of work, and for flows between home and work. The data are tabulated from answers to the Census 2000 long form questionnaire, mailed to one in six U.S. households. Because of the large sample size, the data can be a powerful basis for analyzing travel patterns for home-to-work trips. The CTPP provides comprehensive and cost-effective data, in a standard format, across the United States. It is a cooperative effort sponsored by the State Departments of Transportation under a pooled funding arrangement with the American Association of State Highway and Transportation Officials (AASHTO).

The worker-flow data from the CTPP became available in late 2005. SANBAG staff has conducted a partial analysis of this data for San Bernardino County. The analysis has focused on travel patterns for work trips to and from each city in the

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Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

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Attachment: Analysis of Work Trip Travel Patterns for Jurisdictions in San Bernardino County - Based on the Year 2000 Census Transportation Planning Package

San Bernardino County. The attached exhibits present two sets of data for each city.

- Where residents of each city work – locations of work are generally categorized by San Bernardino County jurisdiction. Work locations in other counties are also identified, as well as subareas within Riverside County. County unincorporated areas are generally grouped into the nearest city.
- Where people employed in each city live – locations are grouped in similar fashion to that stated above.

Each exhibit shows the number and percentage of work trips to or from each city. The one-in-six sample of households has been factored upward to represent the number of daily work trips to and from each jurisdiction in year 2000 as estimated by the Census Bureau. The employment estimates have not been updated to the current year. Commuting patterns may have shifted to some extent since year 2000, but the commuting trends (i.e. the percentages to and from various jurisdictions) should not have changed dramatically over the last five years.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget Task No. 94107000, Mountain/Desert Planning and Project Development

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on July 21, 2006.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

ATTACHMENT

ANALYSIS OF WORK TRIP TRAVEL PATTERNS FOR JURISDICTIONS IN SAN BERNARDINO COUNTY - BASED ON THE YEAR 2000 CENSUS TRANSPORTATION PLANNING PACKAGE -

INTRODUCTION

The Census Transportation Planning Package (CTPP) is a set of special tabulations from the decennial census designed for transportation planning purposes. The CTPP contains tabulations by place of residence, place of work, and for flows between home and work. The data are tabulated from answers to the Census 2000 long form questionnaire, mailed to one in six U.S. households. Because of the large sample size, the data can be a powerful basis for analyzing travel patterns for home-to-work trips. The CTPP provides comprehensive and cost-effective data, in a standard format, across the United States. It is a cooperative effort sponsored by the State Departments of Transportation under a pooled funding arrangement with the American Association of State Highway and Transportation Officials (AASHTO).

The worker-flow data from the CTPP 2000 became available in late 2005. SANBAG staff has conducted a partial analysis of this data for San Bernardino County. The analysis has focused on travel patterns for work trips to and from each city in San Bernardino County. This technical memorandum provides a summary of the analysis thus far. The attached exhibits present two sets of data for each city:

- **Where residents of each city work** – locations of work are generally categorized by San Bernardino County jurisdiction. Work locations in other counties are also identified, as well as subareas within Riverside County (i.e. Moreno Valley/Riverside, Southwest Riverside County, the Pass Area, and the Coachella Valley). County unincorporated areas are generally grouped into the nearest city.
- **Where people employed in each city live** – locations are grouped in similar fashion to that stated above.

Each exhibit shows the number and percentage of work trips to or from each city. The one-in-six sample of households has been factored upward to represent the number of daily work trips to and from each jurisdiction in year 2000 as estimated by the Census Bureau. The employment estimates have not been updated to the current year. Commuting patterns may have shifted to some extent since year 2000, but the commuting trends (i.e. the percentages to and from various jurisdictions) should not have changed dramatically over the last five or six years.

PRELIMINARY OBSERVATIONS

Each jurisdiction's staff will be able to use the attached data to better understand work trip travel patterns to and from that jurisdiction. It is not the purpose of this technical memorandum to review and comment on each jurisdiction's travel patterns. However, there are some overall travel patterns that bear mentioning. These are discussed in a series of observations, as described in the next several pages.

Observation 1: A substantial percentage of residents work within their own jurisdictions. This percentage for a given jurisdiction tends to increase with the number of job opportunities within that jurisdiction and for more isolated areas.

Analysis: Table 1 summarizes the percentage of residents who work within their own jurisdiction. There are some interesting contrasts in this table, particularly for the smaller cities. For example, Grand Terrace has a low percentage of residents working within their own jurisdiction, most likely because it is a smaller jurisdiction with fewer job opportunities. On the other hand, Twentynine Palms is also a small jurisdiction with the highest of all the percentages. Because Twentynine Palms is more isolated than Grand Terrace and a substantial amount of its employment opportunities are linked to the military base, it can be surmised that many people live there because that is where their job is located and because commutes from other areas would be relatively long. Big Bear Lake also has a high percentage, with its isolation (relative to that of other jurisdictions) and recreation-based job market being likely contributing factors. Loma Linda also has a high percentage, likely due to the medically-oriented employment base and associated community support systems.

Table 1. Analysis of Percentage of Residents Working Within Their Own Jurisdictions

Jurisdiction	Percent of Residents Working Within the City	No. of Work Trips, as Estimated in 2000 Census
Adelanto	24%	4,234
Apple Valley	31%	17,318
Barstow	73%	5,659
Big Bear Lake	38%	3,435
Chino	26%	23,250
Chino Hills	12%	27,581
Colton	19%	16,812
Fontana	21%	39,967
Grand Terrace	10%	5,453
Hesperia	29%	19,289
Highland	12%	15,063
Loma Linda	35%	7,683
Montclair	15%	10,965
Needles	72%	1,538
Ontario	30%	54,513
Rancho Cucamonga	25%	56,271
Redlands	40%	26,510
Rialto	16%	27,855
San Bernardino	42%	55,912
Twentynine Palms	86%	11,135
Upland	21%	29,276
Victorville	41%	19,904
Yucaipa	26%	15,371
Yucca Valley	45%	5,037

Observation 2: San Bernardino County's connections to Los Angeles County are stronger than to other counties, but this varies by location within San Bernardino County. Residents in the West Valley are more likely to work out-of-county than residents in other areas of San Bernardino County.

Analysis: Table 2 shows the percentage of residents working in other counties. It is clear that the West Valley cities have a stronger connection to Los Angeles County, as would be expected. In fact, nearly half of all Chino Hills commuters work in Los Angeles County, and approximately 70 percent work out-of-county. Only Chino Hills and Chino had more than 10 percent of their resident commuters working in Orange County. The percentage of West Valley jurisdictions' residents working in Los Angeles County generally ranged between 25 and 40 percent, with the exception of Chino Hills. Yucca Valley had the highest percentage of residents working in Riverside County, at 29 percent, with Grand Terrace second at 22 percent.

Table 2. Percentage of Residents Working In Other Counties

Jurisdiction	Percent Working In LA County	Percent Working In Orange County	Percent Working In Riverside County
Adelanto	10%	3%	5%
Apple Valley	4%	1%	3%
Barstow	1%	0.6%	4%
Big Bear Lake	4%	1%	3%
Chino	33%	11%	4%
Chino Hills	48%	19%	4%
Colton	7%	3%	13%
Fontana	24%	3%	8%
Grand Terrace	4%	4%	22%
Hesperia	9%	2%	4%
Highland	4%	2%	10%
Loma Linda	3%	2%	10%
Montclair	40%	7%	4%
Needles	0%	0%	0%
Ontario	27%	6%	5%
Rancho Cucamonga	27%	4%	4%
Redlands	2%	1%	10%
Rialto	15%	3%	10%
San Bernardino	8%	2%	7%
Twentynine Palms	0.2%	0.2%	3%
Upland	35%	5%	2%
Victorville	10%	2%	4%
Yucaipa	3%	2%	17%
Yucca Valley	1%	1%	29%

Observation 3: Percentages of employees living within the same jurisdiction appear to be driven by multiple factors, including magnitude of employment base, type of employment and level of isolation of the community.

Analysis: Table 3 shows the percentage of people employed in a jurisdiction who also live within that jurisdiction. The percentages vary widely. For example, Barstow, Big Bear Lake, and cities in the Victor Valley tend to have higher percentages of employees who also live within those jurisdictions. This may be due, in part, to the more retail-oriented employment opportunities in those jurisdictions. Montclair, which has a significant percentage of retail jobs has a small percentage because its population base is small relative to the number of jobs. Yucaipa has a high percentage most likely because of its small job base, which is predominantly retail. Finally, Twentynine Palms has a high percentage of employees living within the jurisdiction because of its relationship to the military base.

Table 3. Percentage of People Employed in a Jurisdiction Living Within that Jurisdiction

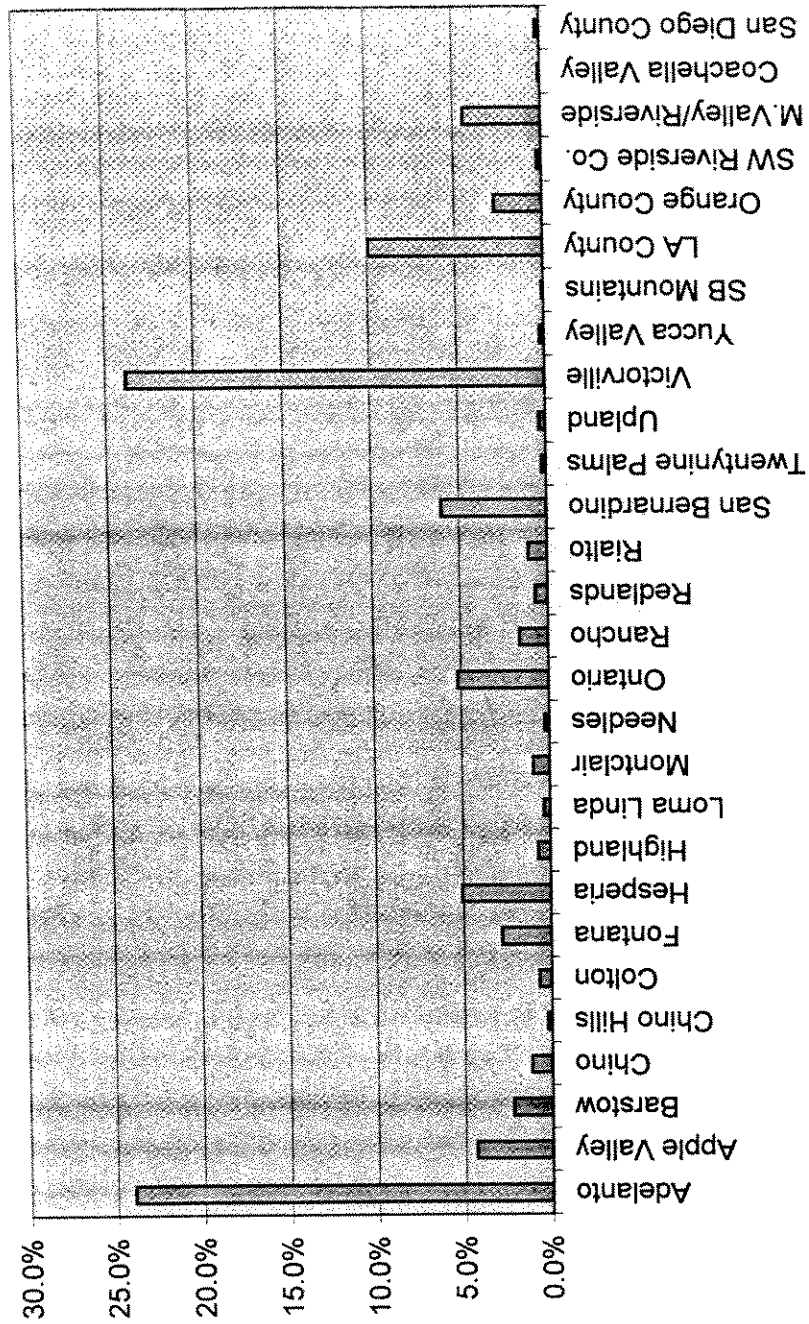
Jurisdiction	Percent of Employees Living Within the Jurisdiction	No. of Work Trips to the Jurisdiction
Adelanto	72%	3666
Apple Valley	60%	9100
Barstow	55%	7348
Big Bear Lake	67%	2329
Chino	20%	29671
Chino Hills	48%	6666
Colton	21%	15526
Fontana	27%	30524
Grand Terrace	24%	2217
Hesperia	53%	10385
Highland	41%	4399
Loma Linda	21%	12992
Montclair	14%	11714
Needles	48%	2285
Ontario	22%	74817
Rancho Cucamonga	33%	42415
Redlands	41%	25640
Rialto	28%	16187
San Bernardino	33%	71832
Twentynine Palms	81%	11719
Upland	29%	21299
Victorville	37%	21760
Yucaipa	58%	6759
Yucca Valley	68%	3331

In summary, it can be said that jurisdictions within San Bernardino County are integrally connected to not only jurisdictions within the County but to other counties as well. Travel patterns are highly dispersed, providing substantial challenges to the provision of transportation facilities, both highway and transit. Additional information may be summarized from the CTPP data base in the future.

Where Adelanto Residents Work

Adelanto	1015
Apple Valley	185
Barstow	95
Chino	50
Chino Hills	10
Colton	30
Fontana	120
Hesperia	215
Highland	30
Loma Linda	15
Montclair	40
Needles	10
Ontario	220
Rancho Cucamonga	70
Redlands	30
Rialto	45
San Bernardino	255
Twentynine Palms	10
Upland	15
Victorville	1010
Yucca Valley	10
SB Mountains	4
LA County	421
Orange County	117
SW Riverside Co.	10
M. Valley/Riverside	188
Coachella Valley	4
San Diego County	10
Total	4234

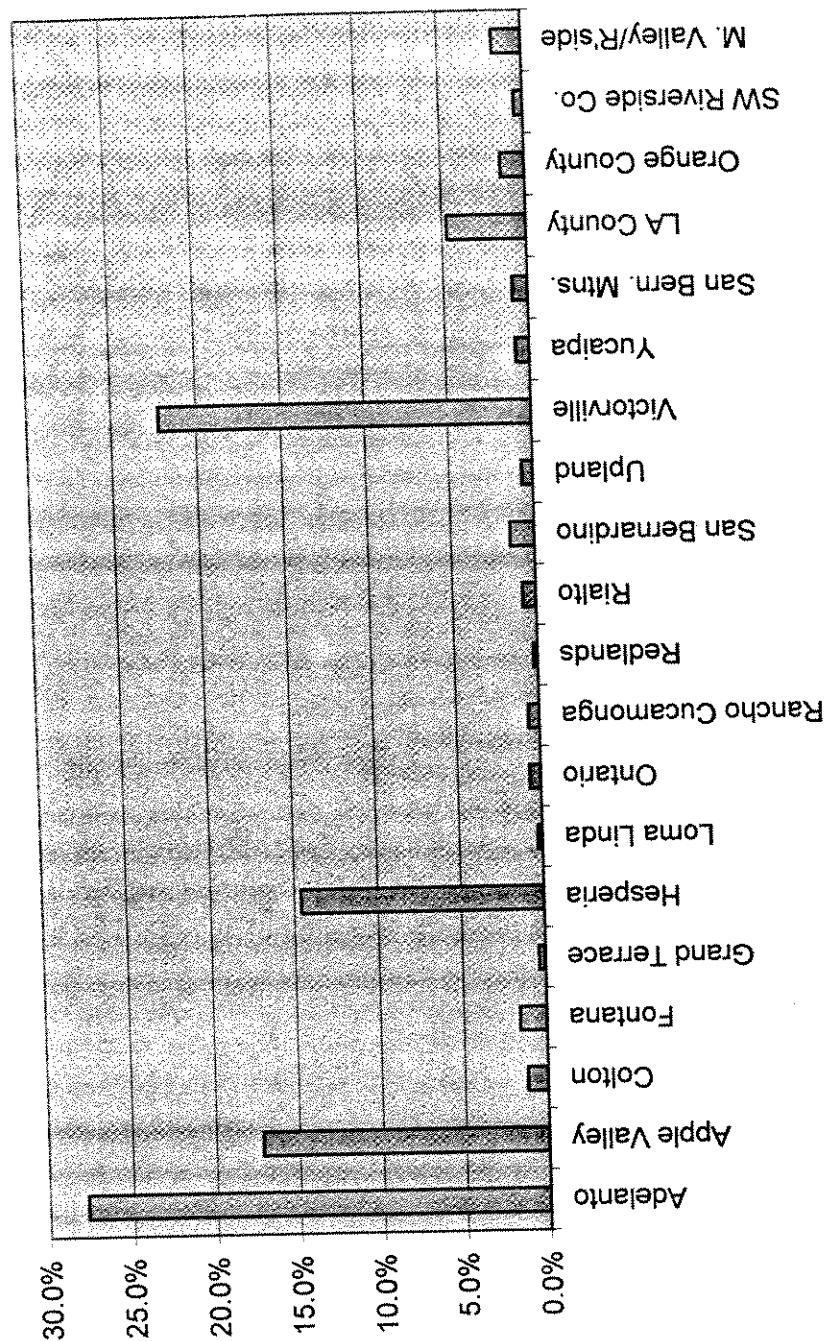
Where Adelanto Residents Work



Where People Employed in Adelanto Live

Adelanto	1015
Apple Valley	630
Colton	45
Fontana	60
Grand Terrace	15
Hesperia	535
Loma Linda	10
Ontario	25
Rancho Cucamonga	25
Redlands	10
Rialto	30
San Bernardino	54
Upland	25
Victorville	815
Yucaipa	30
San Bern. Mtns.	34
LA County	173
Orange County	52
SW Riverside Co.	19
M. Valley/R'side	64
Total	3666

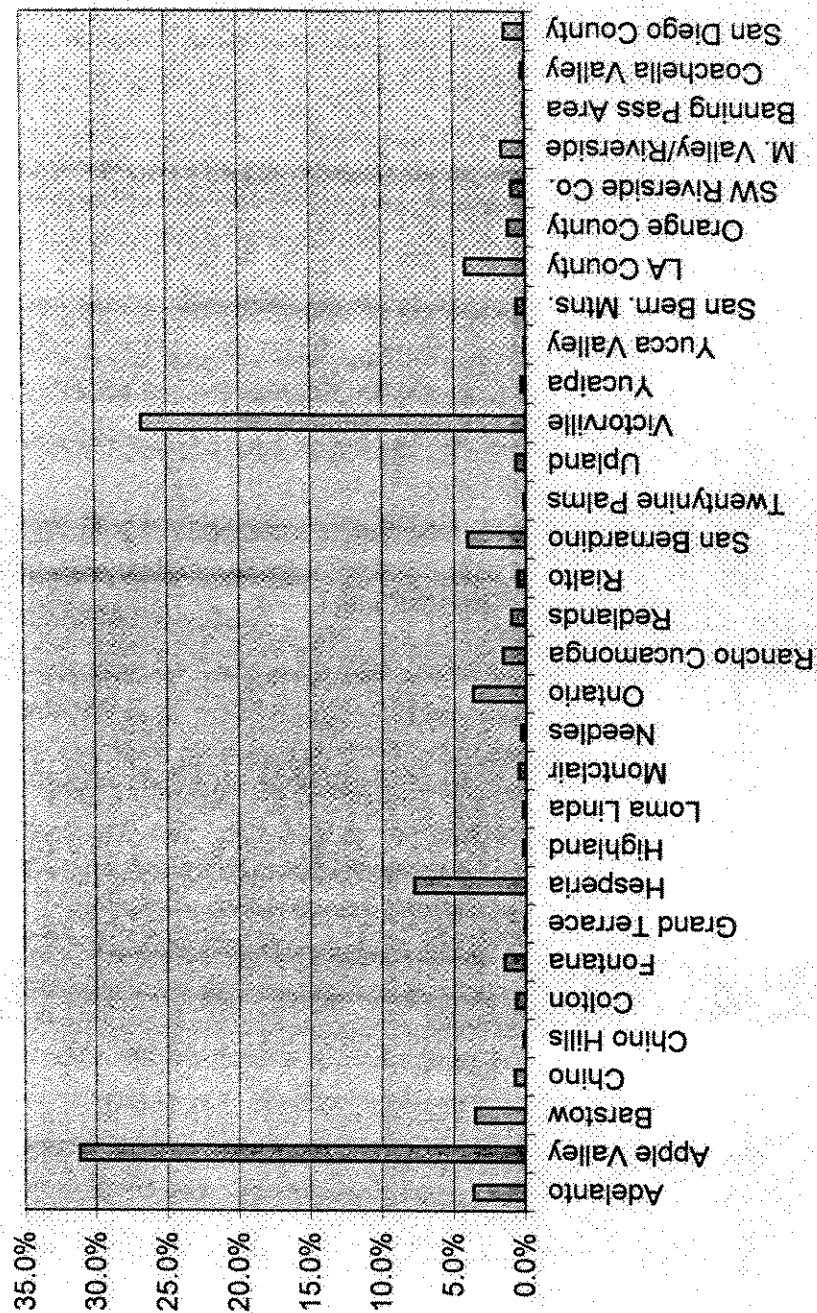
Where People Employed in Adelanto Live



Where Apple Valley Residents Work

Adelanto	630
Apple Valley	5400
Barstow	610
Chino	130
Chino Hills	30
Colton	120
Fontana	260
Grand Terrace	15
Hesperia	1345
Highland	35
Loma Linda	40
Montclair	85
Needles	60
Ontario	640
Rancho Cucamonga	280
Redlands	180
Rialto	100
San Bernardino	705
Twentynine Palms	25
Upland	125
Victorville	4630
Yucaipa	50
Yuca Valley	15
San Bern. Mtns.	114
LA County	729
Orange County	208
SW Riverside Co.	165
M. Valley/Riverside	285
Banning Pass Area	15
Coachella Valley	45
San Diego County	247
Total	17318

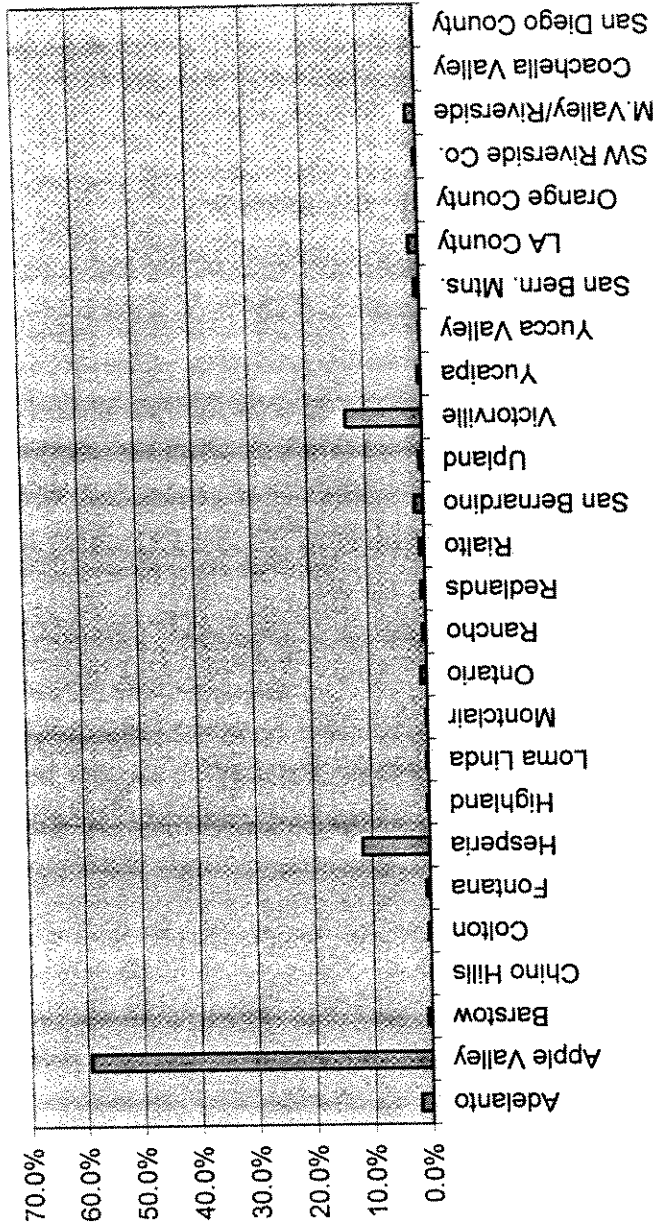
Where Apple Valley Residents Work



Where People Employed in Apple Valley Live

Adelanto	185
Apple Valley	5400
Barstow	65
Chino Hills	4
Colton	40
Fontana	60
Hesperia	1055
Highland	30
Loma Linda	25
Montclair	20
Ontario	95
Rancho Cucamonga	50
Redlands	65
Rialto	70
San Bernardino	145
Upland	54
Victorville	1205
Yucaipa	50
Yuca Valley	10
San Bern. Mtns.	75
LA County	154
Orange County	8
SW Riverside Co.	42
M. Valley/Riverside	155
Coachella Valley	4
San Diego County	20
Total	9086

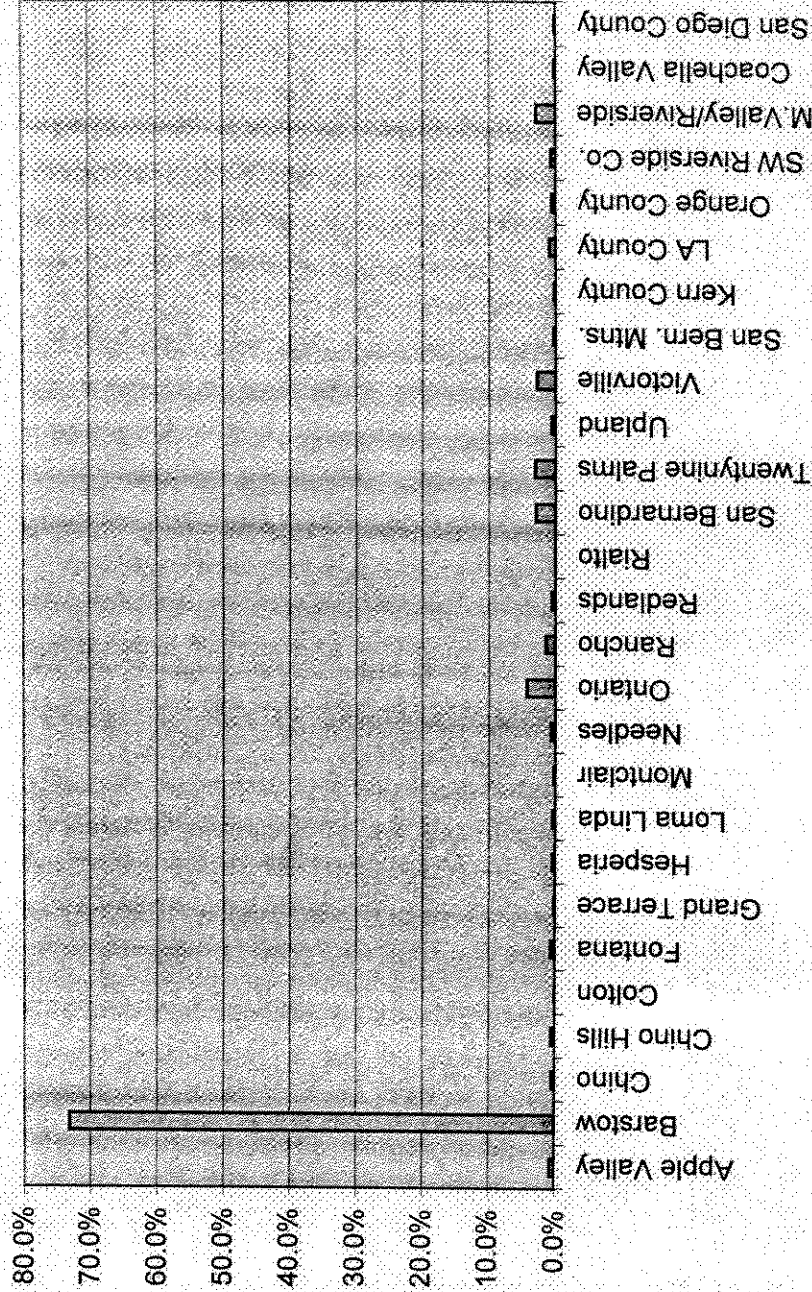
Where People Employed in Apple Valley Live



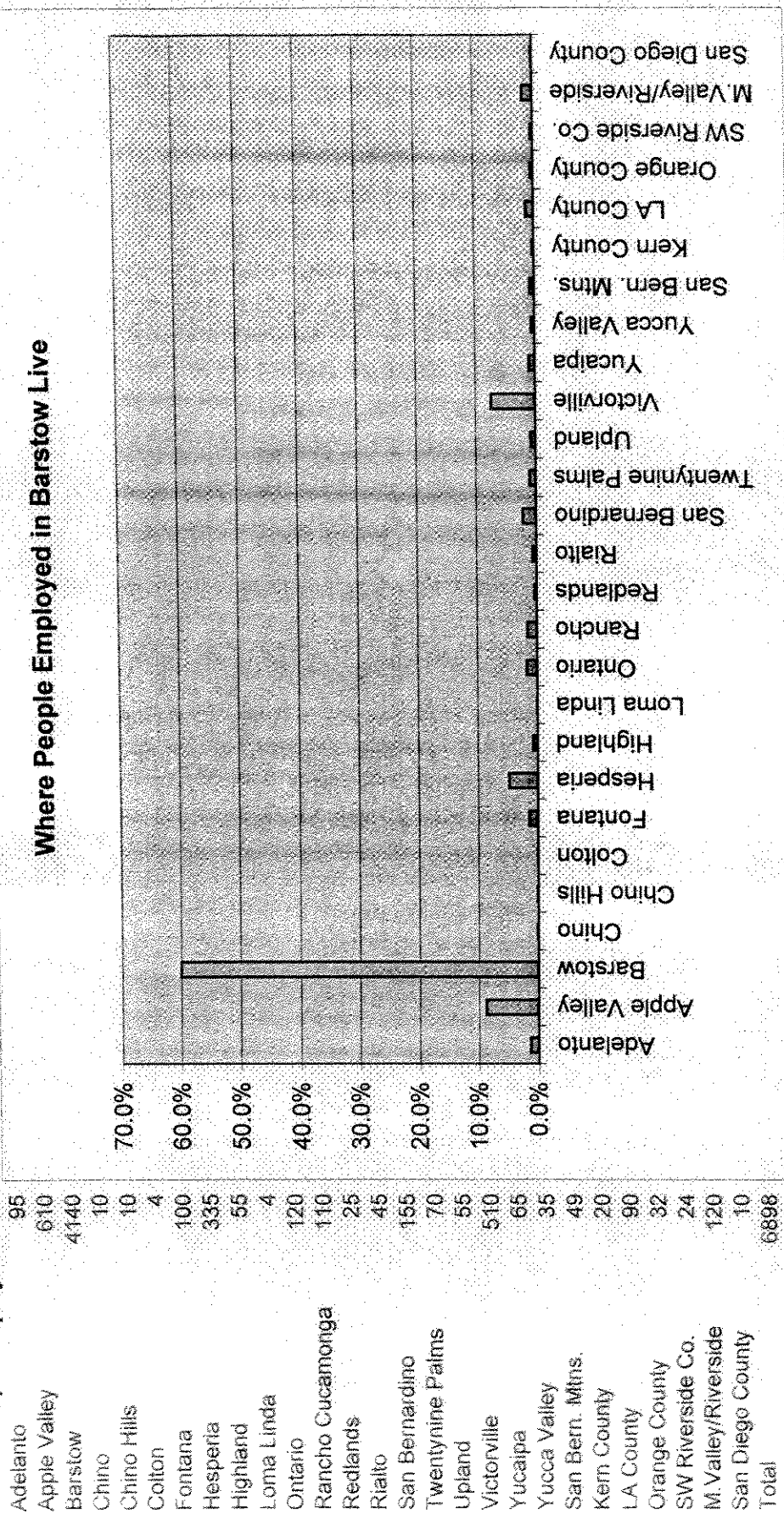
Where Barstow Residents Work

Apple Valley	45
Barstow	4140
Chino	30
Chino Hills	35
Colton	4
Fontana	40
Grand Terrace	10
Hesperia	25
Loma Linda	25
Montclair	10
Needles	35
Ontario	240
Rancho Cucamonga	85
Redlands	34
Rialto	4
San Bernardino	170
Twentynine Palms	175
Upland	35
Victorville	160
San Bern. Mtns.	20
Kern County	15
LA County	55
Orange County	35
SW Riverside Co.	40
M. Valley/Riverside	168
Coachella Valley	14
San Diego County	10
Total	5659

Where Barstow Residents Work



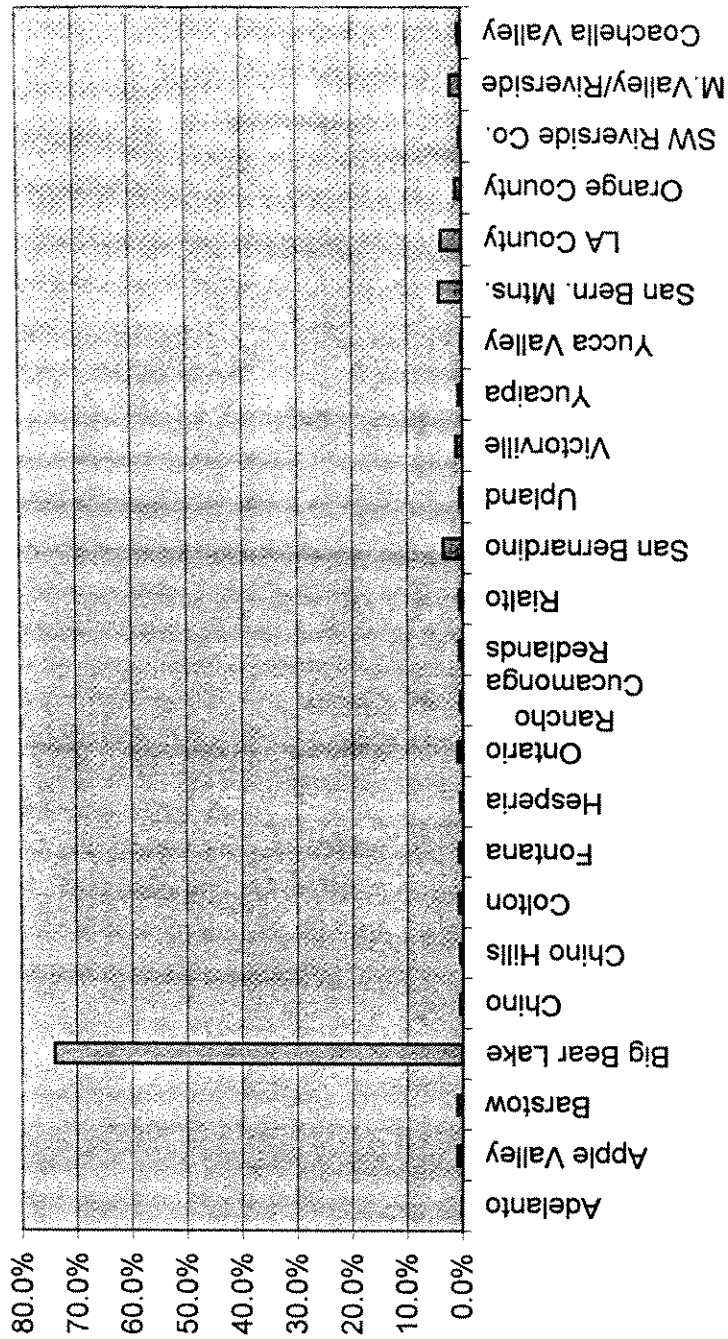
Where People Employed in Barstow Live



Where Big Bear Lake Residents Work

Adelanto	4
Apple Valley	20
Barstow	19
Big Bear Lake	1555
Chino	10
Chino Hills	10
Colton	15
Fontana	15
Hesperia	10
Ontario	20
Rancho Cucamonga	10
Redlands	14
Rialto	14
San Bernardino	75
Upland	10
Victorville	25
Yucaipa	15
Yucca Valley	4
San Bern. Mtns.	89
LA County	81
Orange County	24
SW Riverside Co.	8
M. Valley/Riverside	43
Coachella Valley	12
Total	2102

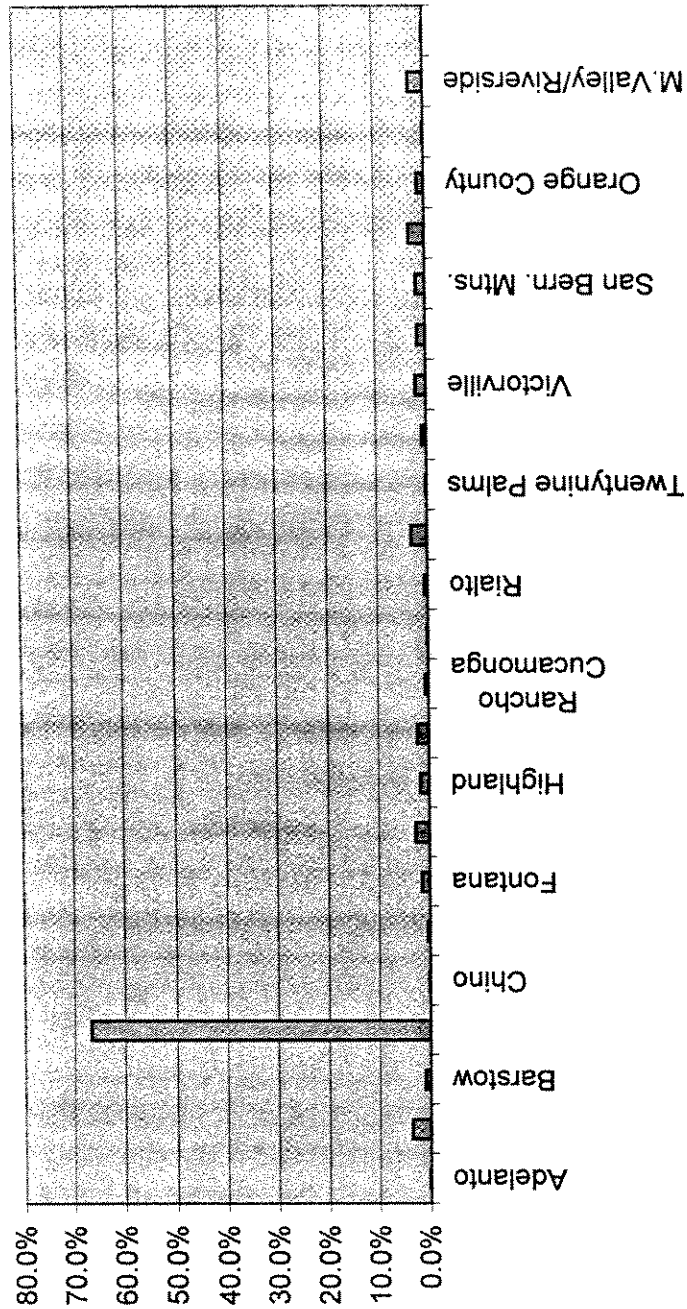
Where Big Bear Lake Residents Work



Where People Employed in Big Bear Lake Live

Adelanto	4
Apple Valley	85
Barstow	24
Big Bear Lake	1555
Chino	4
Colton	10
Fontana	35
Hesperia	65
Highland	40
Ontario	55
Rancho Cucamonga	15
Redlands	4
Rialto	15
San Bernardino	75
Twentynine Palms	4
Upland	20
Victorville	50
Yucaipa	40
San Bern. Mtns.	44
LA County	74
Orange County	34
SW Riverside Co.	4
M. Valley/Riverside	69
Coachella Valley	4
Total	2329

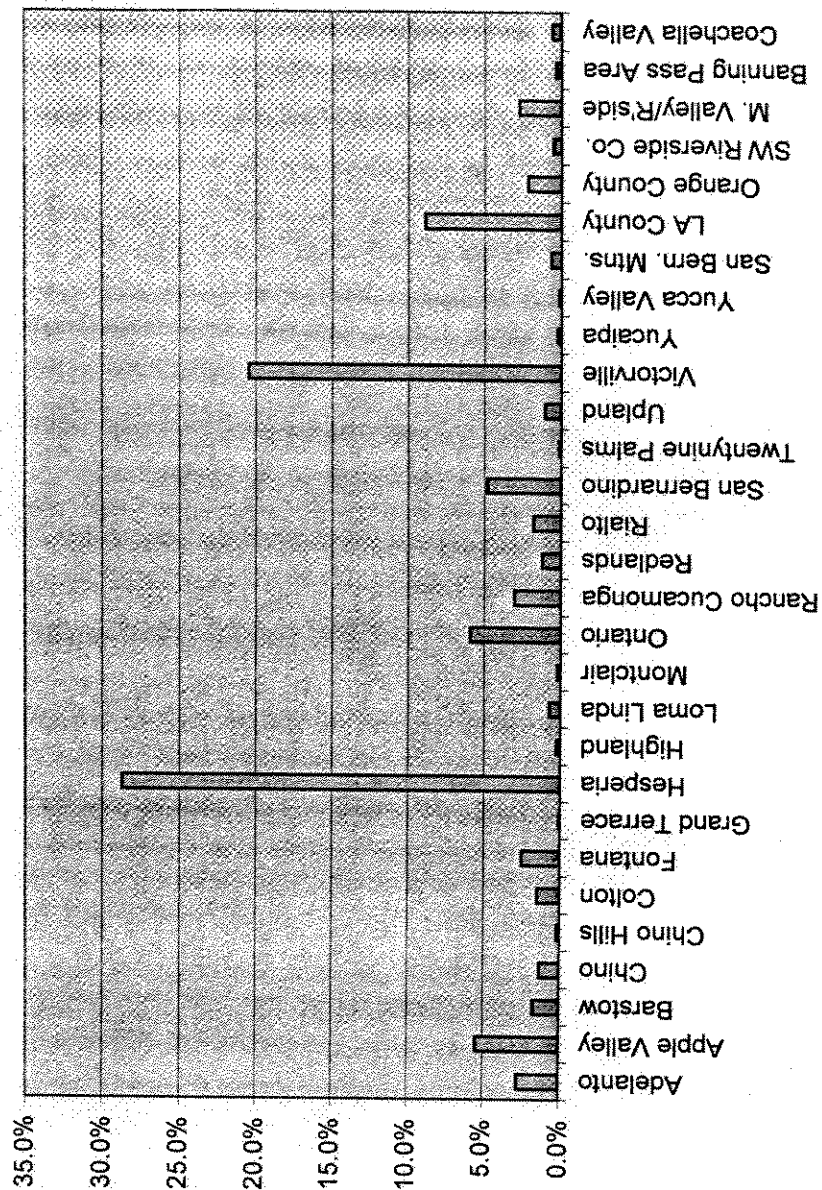
Where People Employed in Big Bear Lake Live



Where Hesperia Residents Work

Adelanto	535
Apple Valley	1055
Barstow	336
Chino	255
Chino Hills	35
Colton	290
Fontana	485
Grand Terrace	15
Hesperia	5540
Highland	50
Loma Linda	135
Montclair	40
Ontario	1140
Rancho Cucamonga	580
Redlands	230
Rialto	340
San Bernardino	929
Twentynine Palms	30
Upland	205
Victorville	3950
Yucaipa	40
Yuca Valley	25
San Bern. Mtns.	120
LA County	1723
Orange County	420
SW Riverside Co.	89
M. Valley/R'side	529
Banning Pass Area	60
Coachella Valley	109
Total	19289

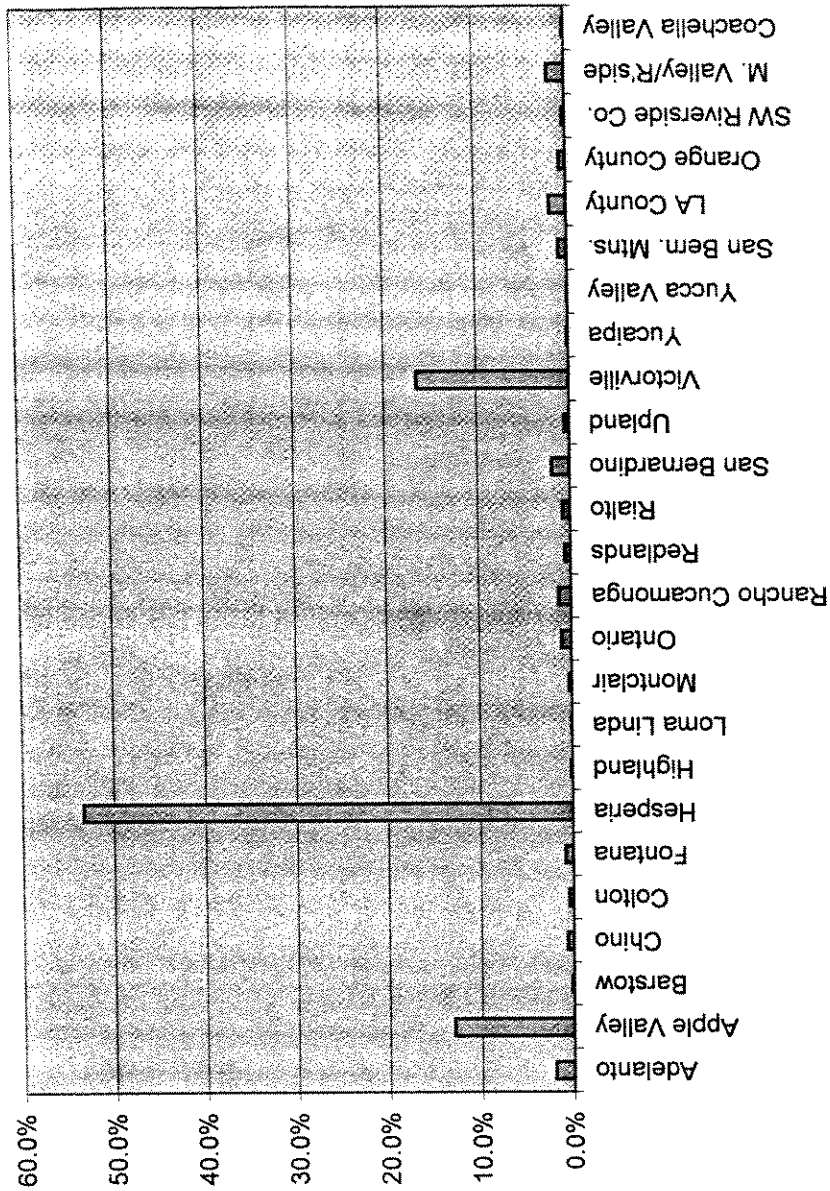
Where Hesperia Residents Work



Where People Employed in Hesperia Live

Adelanto	215
Apple Valley	1345
Barstow	25
Chino	75
Colton	55
Fontana	90
Hesperia	5540
Highland	20
Loma Linda	10
Montclair	35
Ontario	110
Rancho Cucamonga	140
Redlands	60
Rialto	85
San Bernardino	204
Upland	50
Victorville	1705
Yucaipa	15
Yucca Valley	4
San Bern. Mtns.	95
LA County	191
Orange County	72
SW Riverside Co.	29
M. Valley/R'side	200
Coachella Valley	15
Total	10385

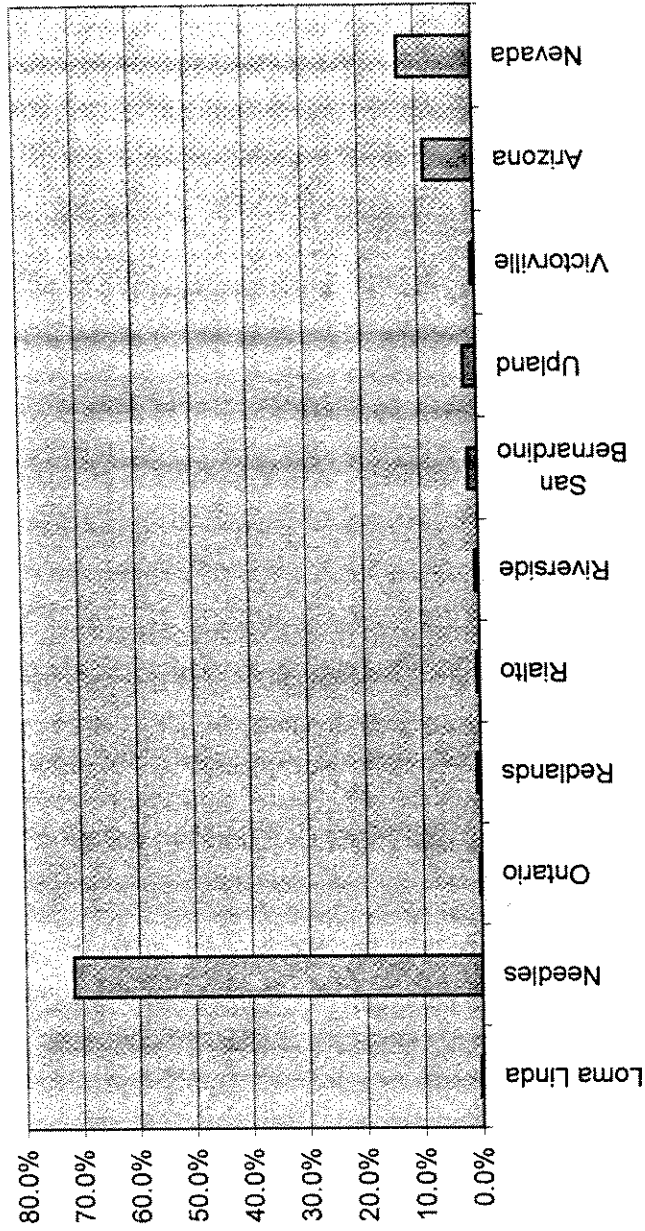
Where People Employed in Hesperia Live



Where Needles Residents Work

Loma Linda	4
Needles	1100
Ontario	4
Redlands	10
Rialto	8
Riverside	10
San Bernardino	25
Upland	35
Victorville	10
Arizona	133
Nevada	199
Total	1538

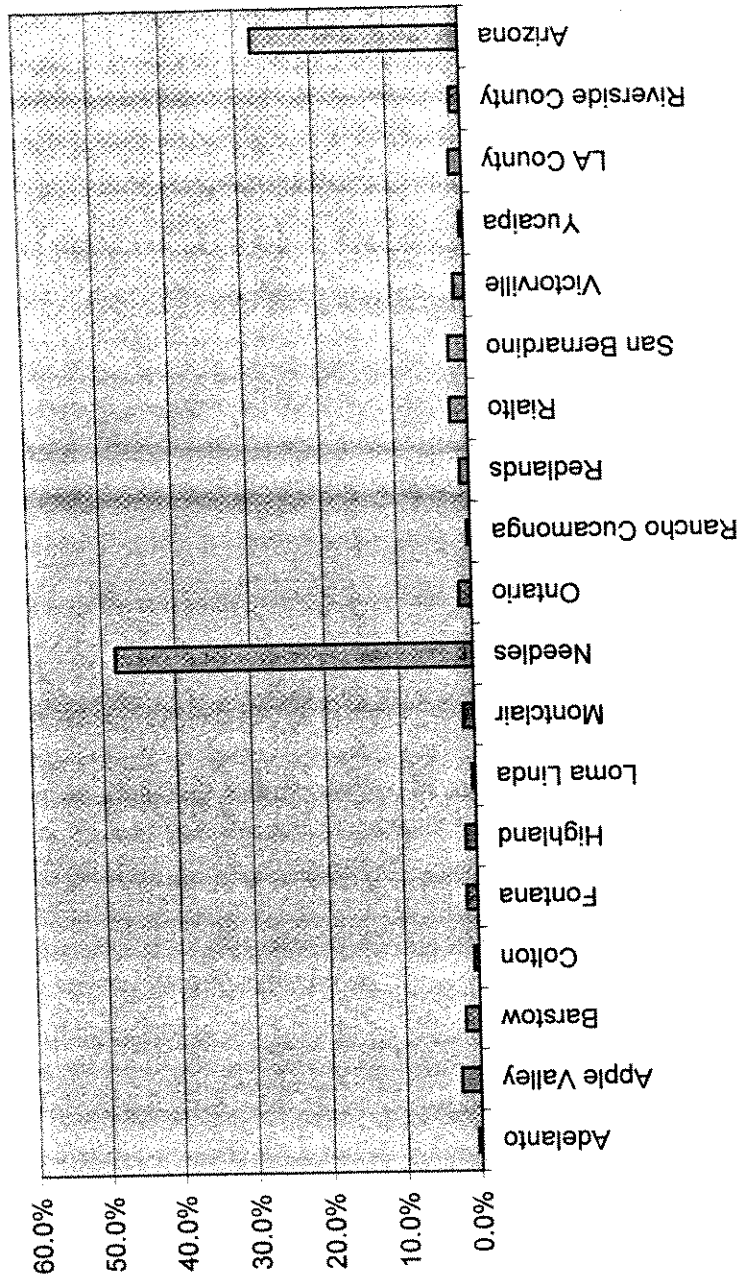
Where Needles Residents Work



Where People Employed in Needles Live

Adelanto	10
Apple Valley	60
Barstow	45
Colton	15
Fontana	35
Highland	35
Loma Linda	10
Montclair	35
Needles	1100
Ontario	40
Rancho Cucamonga	10
Redlands	29
Rialto	55
San Bernardino	55
Victorville	35
Yucaipa	10
LA County	39
Riverside County	32
Arizona	635
Total	2285

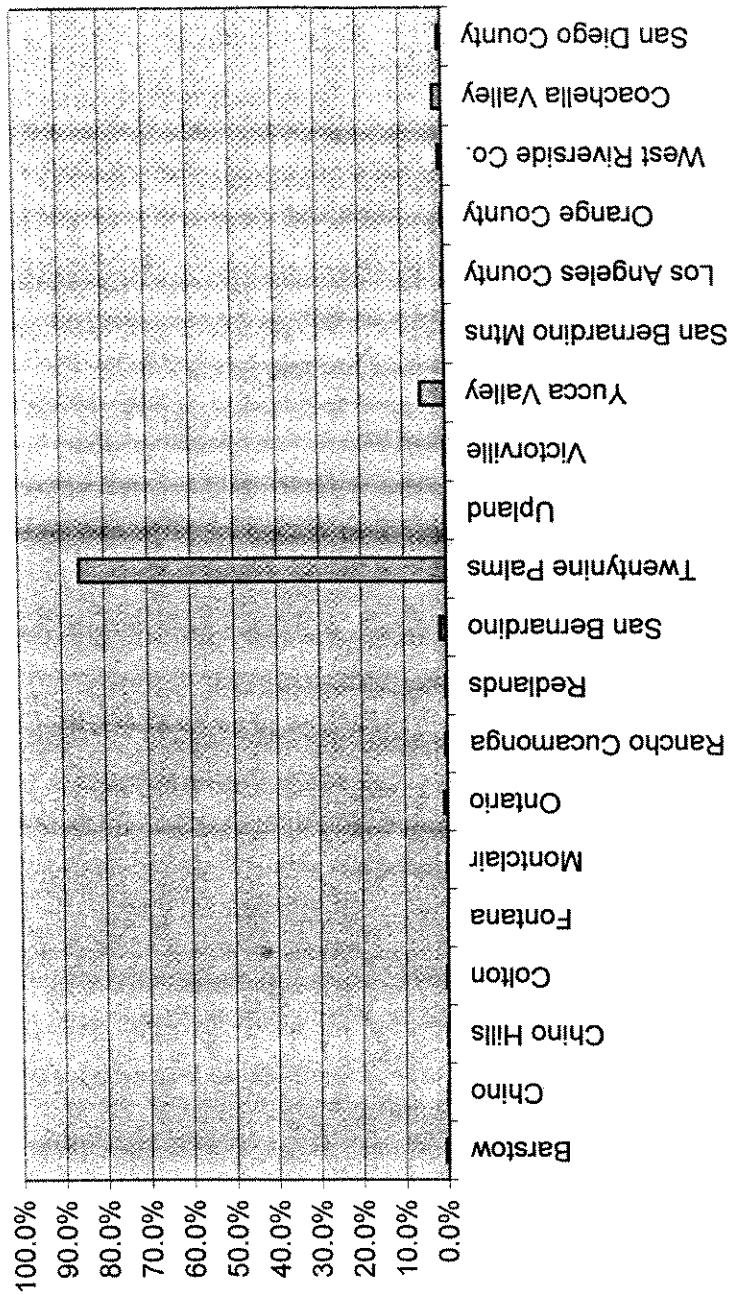
Where People Employed in Needles Live



Where Twentynine Palms Residents Work

Barstow	70
Chino	14
Chino Hills	10
Colton	25
Fontana	10
Montclair	15
Ontario	85
Rancho Cucamonga	30
Redlands	20
San Bernardino	160
Twentynine Palms	9545
Upland	20
Victorville	25
Yucca Valley	635
San Bernardino Mtns	14
Los Angeles County	22
Orange County	24
West Riverside Co.	93
Coachella Valley	232
San Diego County	86
Total	11135

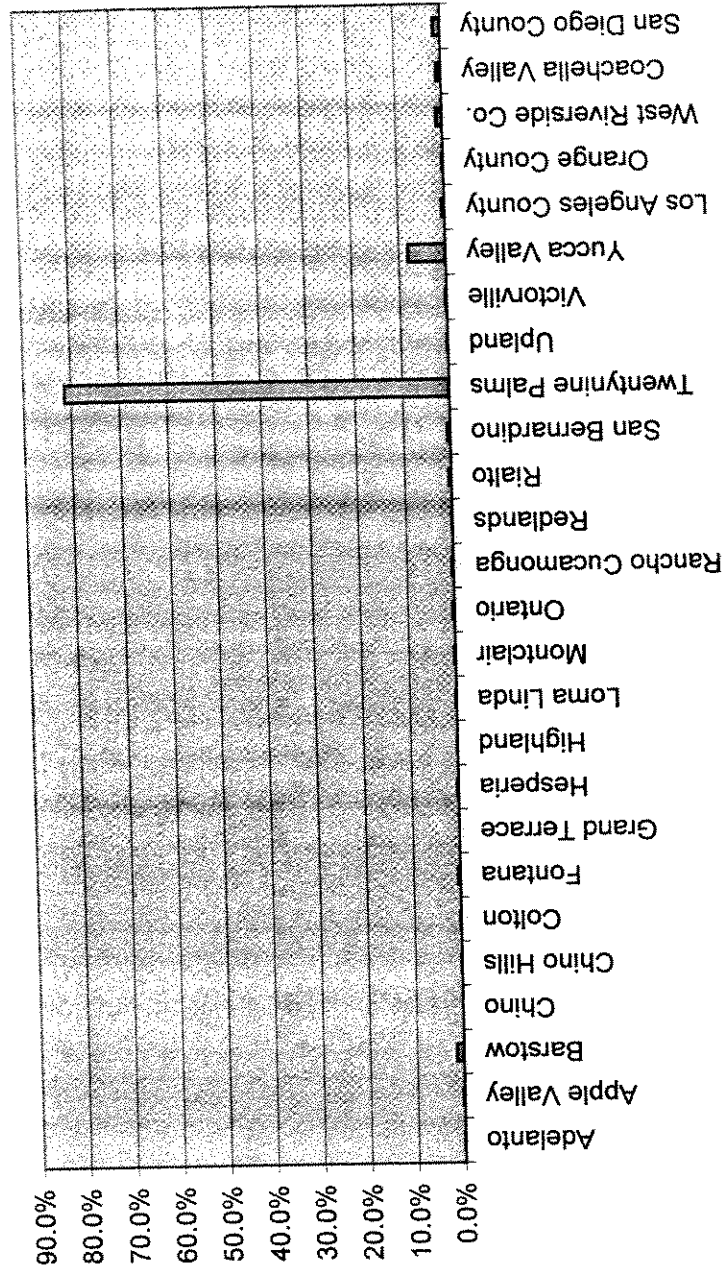
Where Twentynine Palms Residents Work



Where People Employed in Twentynine Palms Live

Adelanto	10
Apple Valley	25
Barstow	175
Chino	4
Chino Hills	10
Colton	14
Fontana	60
Grand Terrace	4
Hesperia	30
Highland	10
Loma Linda	15
Montclair	24
Ontario	50
Rancho Cucamonga	40
Redlands	8
Rialto	65
San Bernardino	75
Twentynine Palms	9545
Upland	20
Victorville	30
Yucca Valley	950
Los Angeles County	71
Orange County	33
West Riverside Co.	152
Coachella Valley	119
San Diego County	180
Total	11719

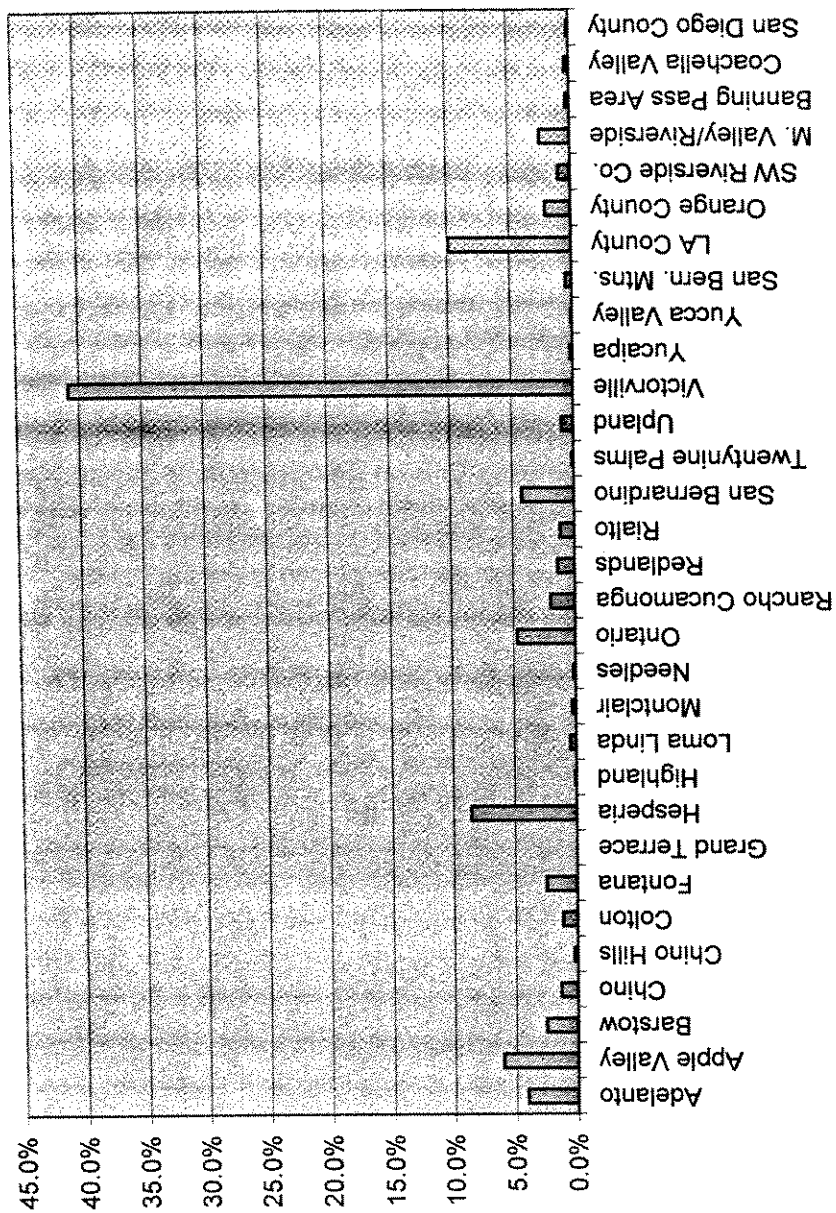
Where People Employed in Twentynine Palms Live



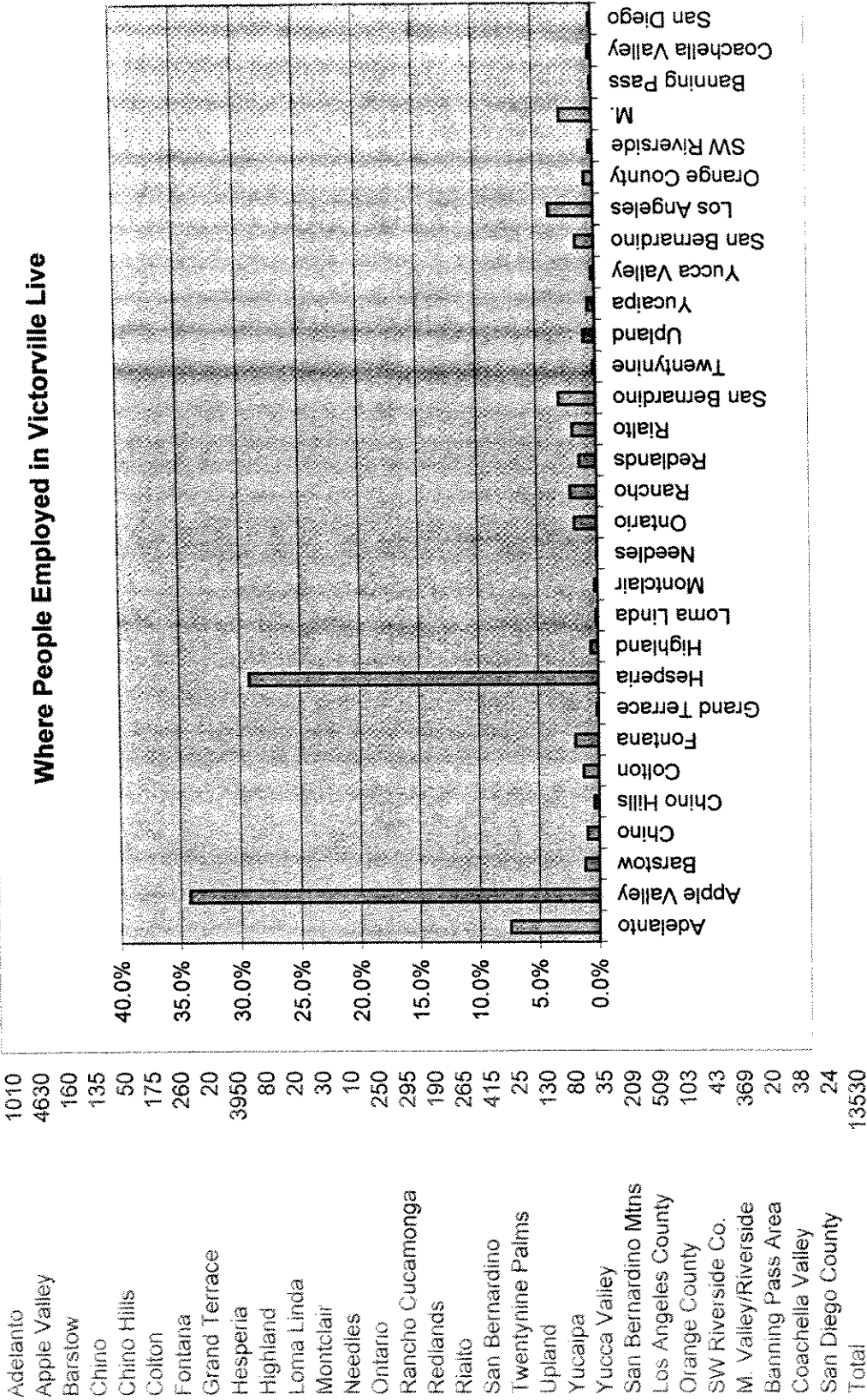
Where Victorville Residents Work

Adelanto	815
Apple Valley	1205
Barstow	510
Chino	270
Chino Hills	55
Colton	235
Fontana	495
Grand Terrace	0
Hesperia	1705
Highland	20
Loma Linda	100
Montclair	65
Needles	35
Ontario	935
Rancho Cucamonga	395
Redlands	275
Rialto	230
San Bernardino	840
Twentynine Palms	30
Upland	190
Victorville	8125
Yucaipa	35
Yucca Valley	15
San Bern. Mtns.	100
LA County	1972
Orange County	413
SW Riverside Co.	200
M. Valley/Riverside	490
Banning Pass Area	55
Coachella Valley	69
San Diego County	25
Total	19904

Where Victorville Residents Work



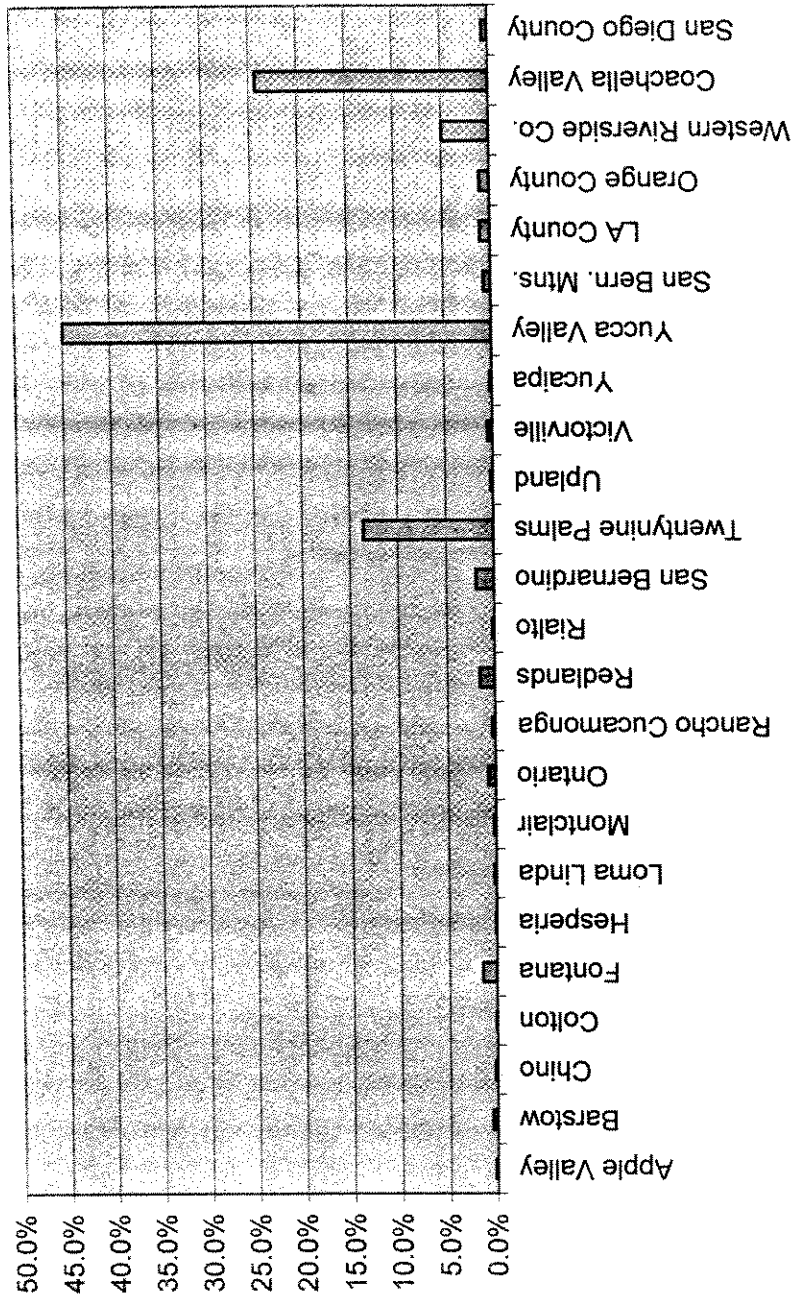
Where People Employed in Victorville Live



Where Yucca Valley Residents Work

Apple Valley	10
Barstow	25
Chino	10
Colton	4
Fontana	75
Hesperia	4
Loma Linda	10
Montclair	10
Ontario	40
Rancho Cucamonga	15
Redlands	80
Rialto	10
San Bernardino	95
Twentynine Palms	685
Upland	10
Victorville	25
Yucaipa	10
Yucca Valley	2265
San Bern. Mtns.	40
LA County	54
Orange County	55
Western Riverside C	250
Coachella Valley	1225
San Diego County	30
Total	5037

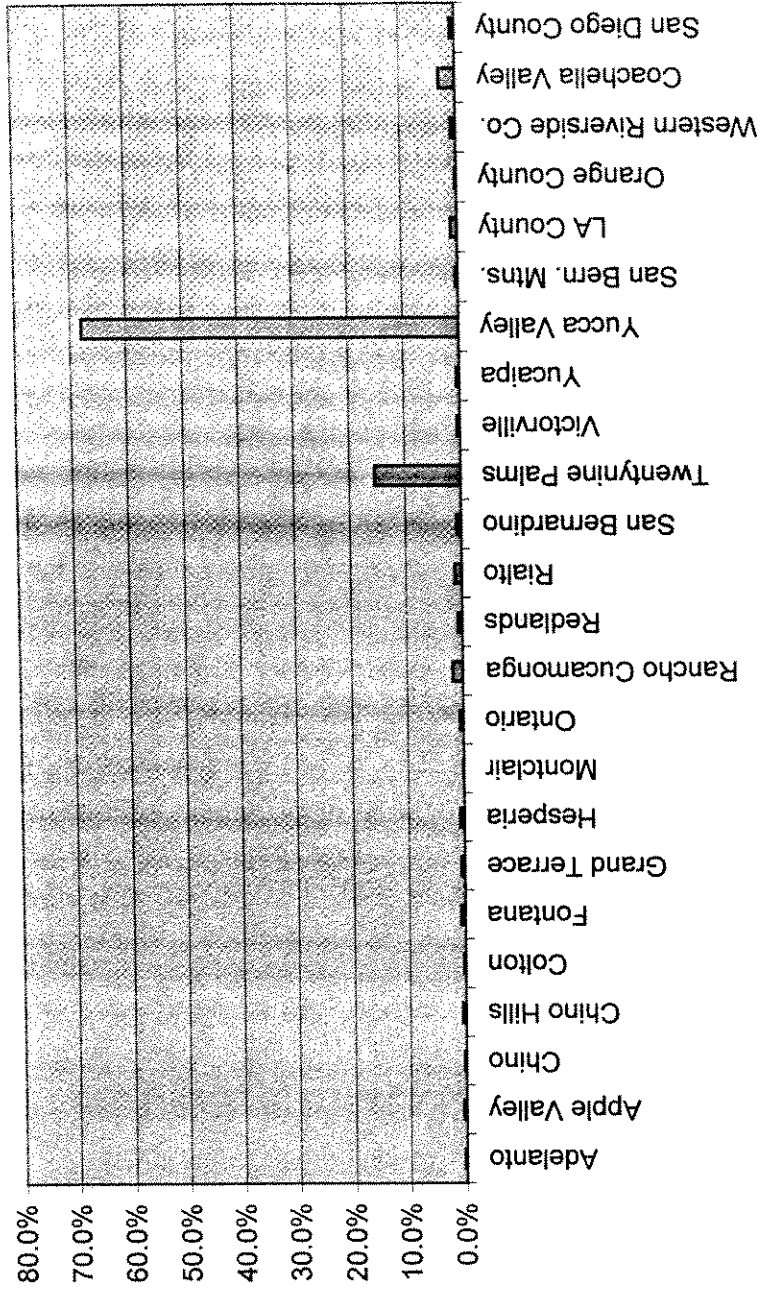
Where Yucca Valley Residents Work



Where People Employed in Yucca Valley Live

Adelanto	10
Apple Valley	15
Chino	10
Chino Hills	20
Colton	10
Fontana	25
Grand Terrace	20
Hesperia	25
Montclair	4
Ontario	20
Rancho Cucamonga	60
Redlands	25
Rialto	40
San Bernardino	25
Twentynine Palms	515
Victorville	15
Yucaipa	15
Yucca Valley	2265
San Bern. Mtns.	14
LA County	38
Orange County	8
Western Riverside Co.	29
Coachella Valley	98
San Diego County	25
Total	3331

Where People Employed in Yucca Valley Live



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: July 21, 2006

Subject: Status of projects in Lucerne Valley

Recommendation:* Receive status report on projects in Lucerne Valley on State Route 18 and State Route 247 (See attached)

Background: Following the April 21, 2006 Mountain/Desert Meeting Chuck Bell, with County of San Bernardino-Caltrans and SANBAG Staff met to discuss the status of projects within the Lucerne Valley. The meeting was in response to concerns raised by Chuck Bell about the need for improvements to SR-18 and SR-247 that had either been delayed or not addressed. Attachment 1 provides a status report on the projects on SR-18 and SR-247 that are sponsored by both the County of San Bernardino and Caltrans as of the April 21, 2006 Meeting.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 94107000, Mountain/Desert Planning and Project Development

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on July 21, 2006.

Responsible Staff: Deborah Barmack
Director of Management Services
Ryan Graham
Transportation Planning Specialist

*

MDC0607D-RPG.DOC
Attachment:
MDC0607D1-RPG1.DOC - Project Status Lucerne Valley

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

If Instructed: _____

Attachment 1

Summary of Caltrans, County of San Bernardino, Lucerne Valley and SANBAG Meeting

State Route #	Project Description	Summary from Meeting
SR-18	1 mile passing lane (4 lanes) and realignment from mile 80-81. Includes shoulder work, right/left turn pockets, etc.	Parties will work on rescoping the project as a safety project only. Since ADT is not the issue at the moment, but unsafe passing and bunched traffic is, the focus is to be on turn pockets.
SR-18	Turn pockets at High Road	Was initially funded but Caltrans pulled the funding during the State's budget crisis. Caltrans believes that the funding for the project will be available in 2007
SR-18	Resurface west bound lane between Lucerne Valley and Apple Valley - damaged by heavy truck traffic	This is a maintenance project. Dan Kupolsky to get Chuck Bell the contact information
SR-18	Left turn pockets at Custer and Tradeport Roads. - right turn lane at Highland Rd. - all 3 projects in conjunction with County Trans	Caltrans is in the process of updating the route concept plan for SR-18. Once this is finished, the County will need to review the plan relative to the community plan for Lucerne Valley. Lucerne Valley and County to meet regarding road fee plans.
SR-18	Left turn pocket at Kendall	Caltrans is in the process of updating the route concept plan for SR-18. Once this is finished, the County will need to review the plan relative to the community plan for Lucerne Valley. Lucerne Valley and County to meet regarding road fee plans.
SR-247	LVEDA and the School District have made numerous written and verbal requests for a flashing yellow beacon on north and south portions of SR 247 at the elementary school (located on the west side of SR 247).	Dan Kupolsky from Caltrans to confer with Haissam about the status of the project
SR-247	Lower the speed limit on SR 247 (Old Woman Springs Rd.) east of the 4-way stop (i.e. from 65 to 55 mph from the fire station to Camprock Rd.). The 65 mph zone induces much higher speeds on this stretch of highway where numerous right and left turn movements occur on major County collector roads.	Sill posted 65 MPH just east of Fire Station - to be changed to 55 MPH per previous meeting. Question remains as to the requirement for full stretch of a HWY to be posted the same speed limit.
SR-247	Left-turn pockets east of the 4-way stop at Post Office, Midway and Medanos Roads., and a right turn lane at Visalia Rd	County to look into doing a circulation study for the Lucerne Valley, focusing on areas of commercial development. May possibly be included in the General Plan Update

VIDC0607D-RPG1.doc

Attachment:

VIDC0607D1-RPG1.doc - Project Status Lucerne Valley

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: July 21, 2006

Subject: Measure I 2010-2040 Major Freeway Project – Project Development Advancement

Recommendation:* Authorize staff to develop necessary legal/finance instruments to use current Measure I funds to “finance” project development activities for two Measure I 2010-2040 Major Freeway Projects, the Devore Interchange Project and the Interstate 10 High Occupancy Lane (HOV) project, to be repaid from Measure I 2010-2040 revenues.

Background: In November 2004, San Bernardino County voters overwhelmingly supported with an 80.02% vote the extension of Measure I, the County’s ½ cent sales tax for transportation. While the new measure revenues will not start to flow until April 2010, there is now certainty that SANBAG, acting as the County Transportation Authority, will have a revenue stream to fund major transportation improvements over the next several decades.

In late 2005, the Board received the Interstate 15 Comprehensive Corridor Study. The Study was undertaken in order to address current and forecasted future travel needs along the I-15 corridor between the State Route 60 interchange and the Mojave River Crossing in Victorville. One of the areas of focus for the Study was the Interstate 15/Interstate 215 Devore Interchange which has become a notorious bottleneck creating substantial congestion on Interstate 15. In the Board’s action receiving the Study, the Board emphasized the need to initiate project development activities for this project. SANBAG anticipates requesting that Caltrans agree that the appropriate project development document for this project is a Project Report/Project Study Report (PR/PSR) and an environmental document.

*

Approved
Mountain/Desert Committee

Date: July 21, 2006

Moved: Second:

In Favor: Opposed: Abstained:

Attended

In early Fiscal Year 2006/07 Caltrans is expected to approve a Project Study Report (PSR) for the Interstate 10 HOV lane addition project and various operational improvements between the current terminus of the I-10 HOV lane at Haven Avenue in Ontario to Ford Street in the city of Redlands. The next phase in the project development process is the development of a Project Report and an environmental document. In the Board's action adopting the 2006/07 Budget, this Task was added to initiate project development activities for the I-10 HOV Lane Addition Project. While Caltrans has led the effort for the PSR, SANBAG will assume the next project development phases including the Project Report and environmental document.

The Board has given clear direction to staff of the need to explore funding/financing options that would allow these two projects to continue project development activities in advance of Measure I 2010-2040 revenues being available. It is anticipated that no more than \$2 million per year over the next 3-4 years would be necessary to fund consultant services for the next phases of work for both the Devore Interchange Project and the I-10 HOV project. Upon completion of the project development activities for these projects, both projects would be ideal candidates for "design-build" procurement should state law change to allow for this procurement method.

RECOMMENDED OPTION

While staff has researched a variety of options for funding these activities, it has become apparent that the simplest and least costly option is to use current Measure I Major Projects fund balances to finance the project development work for the two projects. SANBAG's cashflow model indicates that adequate funds are available over the next several years to "loan" to projects included in Measure I 2010-2040. In 2010, when the new Measure I revenues are available, the new Measure would repay the Valley Major Projects Fund Balance to ensure adequate funding to complete the current Measure I ongoing construction program which will include completion of the I-215 widening through San Bernardino and the I-10 Westbound Lane addition through Yucaipa and Redlands.

There is an element of risk with this option as it is based on a cashflow model that assumes expenditures consistent with the current Engineer's Estimates for the remaining major freeway construction projects. If the industry experiences another significant spike in materials/construction costs, there is the potential that the \$6-8 million used to the advance the project development activities might be needed to fund the current construction program. Staff is of the opinion that in the unlikely event that this scenario occurs, other short-term financing mechanisms could be used to ensure that there is no impact on SANBAG's ongoing construction program.

Staff researched several other options but due primarily to the extra cost component associated with both traditional and non-traditional financing

strategies, staff concluded that the "inter-Measure" loan concept was most advantageous. Other options considered included:

1. SANBAG was approached a year or so ago by one of the large national engineering firms with an unsolicited proposal to, using existing company capital, front the cost of project development activities for projects in the new measure. In 2010, when new Measure I revenues were available, the company would be repaid with interest. SANBAG explored this concept with 8-10 of other large and medium size engineering firms and all but one indicated an interest in such a concept. Interest costs were the primary reason for not proceeding with this option.
2. A second option considered but quickly dismissed was a more traditional financing mechanism known as "commercial paper." Commercial Paper typically is a financing tool when there is a need for a minimum of \$75-100 million. Given the need for only \$6-8 million over the next 3 or so years, commercial paper was not a viable option.
3. Staff also researched the potential of a simple loan concept with a local lender. While this approach certainly makes more sense than the commercial paper alternative given the need for "only" \$2-3 million a year, again, interest adds an extra cost component making this option less desirable than the staff recommendation.

Financial Impact: The financial impact of the staff recommendation is minimal as adequate Measure Valley Major Projects fund balances appear to be available to fund the advancement of these project development activities. The only substantive impact identified is that of lost investment earnings from funds that otherwise would have remained in the Valley Major Projects fund balance.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on July 13, 2006.

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
T MEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996